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11.30 "	to 12.45 p.m.	" 15	"
12.45 p.m.	to 1.15 "	" 10	"
1.15 "	to 1.45 "	" 15	"
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" (S.M.R. Train) Lv.		8.55 "	"
Mukden " Ar.		6.45 a.m.	"
" " Lv.		7.15 "	"
Dairen " Ar.		9.40 "	Tues.
" (S.M.R. str.) Lv.		Noon.	Sat. Th.
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BIRTHS.

KIEN.—On September 18th, at No. 7, Stewart Terrace, Peak, to Mr. and Mrs. W. KIEN, a son. [1155

McELDERRY.—On September 18th, at the Government Civil Hospital, to Mr. and Mrs. S. B. D. McELDERRY, a daughter. [1156

MARRIAGE.

LIEUTAUD-MANN.—On July 26th, at Asgers, France, PAUL LOUIS SEBASTIEN LIEUTAUD to HELEN ELIZABETH, third daughter of the late FREDERICK MANN, of Shanghai, China.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 21ST, 1914.

MOST people by this time are convinced that it will be vain to hope for an early termination of hostilities. If the German Chancellor has "talked of peace" with the United States Ambassador at Berlin, he has evidently not talked of it as a suppliant. What has happened is obvious. The PRESIDENT of the United States had evidently instructed his Ambassadors in the Capitals of the belligerent countries to sound the respective Governments on the question of mediation. We take the meaning of the first Washington telegram which appears in another part of to-day's issue to be that when the United States Ambassador at Berlin approached the German Chancellor on the subject, Dr. BETHMANN-HOLLWEG said in effect: "Germany's enemies have made a compact in regard to peace conditions. You must go to them for peace proposals: we have none to make." The fact of the matter is that it is premature to discuss the nature of the peace proposals. Doubtless the Allies already have fairly definite ideas in broad outline of what their conditions will be when the time arrives for mediation. That time, however, is not yet. Germany is far from acknowledging her position to be hopeless; while nothing is further from the public mind either in the British Empire, in France, Russia or event in gallant little Belgium, than peace at the present stage of operations, or, in the words of the KING'S Speech to Parliament, "until our purpose has been fully achieved." That purpose must necessarily take the form of crushing, once and for all, the military power of Germany which the KAISER has deliberately employed to over-ride the public law of Europe; and, further, the exaction of fitting retribution for the public wrongs Germany has already committed and may commit during the further progress of the war. "The full accomplishment of our task will certainly take months, possibly years," says Mr. ASQUITH, "but nothing short of its full accomplishment is worthy of our traditions, or will satisfy our resolve." In saying this the Prime Minister of the United Kingdom undoubtedly voices the sentiments of the British people throughout the world, and speaks, moreover, for the people of France, of Russia and of Belgium. Nor can we doubt that this resolve finds a sympathetic echo also in the hearts of the people of every weak nation in Europe, whose very existence is imperilled by Germany's insatiable greed of power. In the field of battle, "the tide has turned." The German army is no longer acting on the offensive in France. It has been compelled to retreat before the Allied Armies over nearly a hundred miles of territory, and is now entrenching in the hope of being able to resist being driven entirely from the soil of France. The battle now in progress North of the river Aisne is regarded in France as a supreme encounter which should close the era of big operations on French soil; and if the Germans are driven from the positions they now occupy, which are described as of enormous strength, it is doubtful if they will be able to make another stand until they reach the German frontier. Meanwhile, the daily reports from the theatre of war continue to record progress on the side of the Allies, though, owing to the strength of the German positions that progress is necessarily slow. It is thought in Paris that final success will probably be achieved by threatening the German communications. General JOFFRE's plans are not public property yet, but to the amateur strategist it seems an obvious development of the situation that a strong Anglo-French force may move out from the region of Ostend to menace the German lines of communications. Unless something of the kind is done, the dislodgment of the Germans from their present position on the heights and in entrenchments must necessarily be a slow and difficult task. It is of some importance to note that the Russians are not evacuating East Prussia as a previous telegram seemed to suggest. There is no doubt that they sustained a considerable reverse there when the Germans brought up their reinforcements, but the latest news is that they have definitely arrested the German offensive in East Prussia and compelled them to fall back; while in the Austrian Province of Galicia the Russians are continuing their victorious advance. The progress made by the Allies during the past fortnight can be contemplated with satisfaction. The tide has turned, and it may not improbably carry the German Armies which have invaded Belgium and France back over the German frontier again, even before the present month is out. But in the meanwhile fighting of a most desperate character is only to be expected, for should the German Army be driven by the Allies completely from the soil of France and Belgium, the *morale* of the German army would be utterly shattered, and a public opinion fatal to a long continuance of the war would most likely develop in Germany. So that on the result of the battle of the Aisne hang possibilities of the greatest significance and importance.

The telegram reporting that the German Ambassador at Washington has stated that Germany is willing to call the war a draw and make peace on the basis that Germany in Europe is not dismembered, reached us after the above was written. This statement, however, calls for no change in the general attitude we have outlined. After Germany has invaded Belgium, barbarously laid waste by shell and fire her cities of Louvain, Dinant, Malines and Termonde, and levied heavy war contributions on Brussels, Liege and Ghent: and after the invasion of her armies has converted an extensive area in France into a series of battlefields, it can seem to the world little short of the height of impudence for Germany to suggest calling the war "a draw" just as the tide has turned against her. It is not, we think, improbable, in the event of Germany being crushingly defeated, that the Powers would wish to preserve to a large extent the territorial integrity of Germany in Europe, for perfectly obvious reasons, but we imagine that when the Allies come to dictate the terms of peace there will be found among the essential conditions the surrender of Alsace-Lorraine, possibly also of Schleswig-Holstein with the internationalisation of the Kiel Canal, and, in addition, some cession of territory in East Prussia as part compensation to Russia. No one of Germany's adversaries in the war can think at this stage of calling it "a draw"; and we are not surprised to learn that President WILSON has virtually abandoned his peace endeavours which, to say the least, were prematurely made.

THE WAR.

[*THROUGH REUTER'S AGENCY.*]

BATTLE OF THE AISNE.

DETERMINED FIGHTING NIGHT AND DAY.

"NO IMPORTANT CHANGE AT ANY POINT."

"A SUPREME ENCOUNTER."

LONDON, September 18th.
6.50 p.m.

A *communiqué* issued at Paris says the battle continues from the Oise to Woevre, without important change at any point; but on the heights North of the Aisne we have made slight progress at some places.

Three counter-attacks by the Germans against the British were unsuccessful.

We repulsed three determined night counter-attacks from Craonne to Rheims, the enemy vainly endeavouring to take the offensive against Rheims.

In the Centre, the enemy, entrenched in strong positions, has adopted purely defensive tactics.

The situation to the East of Argonne and in Woevre is unchanged.

The enemy occupy defensive positions in Lorraine and on the Vosges near the frontier.

LONDON, September 19th.
5.15 a.m.

A further *communiqué* issued at Paris yesterday at 11 p.m. stated:—

"There is no change in the situation as a whole, except that we continue to make progress.

"On our Left Wing there is a slight lull in the battle."

LONDON, September 19th.
3.15 p.m.

In Paris the concensus of opinion is that the battle of the Aisne is the most important since the beginning of the war. It is not a rearguard action, but a supreme encounter closing an era of big operations on French soil.

It is realised that the Allies' gains are necessarily slow, owing to the enormous strength of the German positions.

Final success will probably be achieved by threatening German communications.

3.40 p.m.

The Official Press Bureau announces that the situation is unchanged. A counter-attack against the First Division during the night was driven back. The weather was bad; raining heavily.

5.50 p.m.

A Paris *communiqué* issued this afternoon says:

Our Left Wing on the right bank of the Mise near Moyon made many prisoners. We hold all the heights on the right bank of the Aisne against the enemy, who is apparently being reinforced by troops from Lorraine.

The Germans on our Centre have not moved from their deep trenches.

The Crown Prince's army continues to retreat, and our advance in Lorraine methodically continues.

Thus the battle is proceeding at various points along the whole line. Both the Allies and the Germans are strongly entrenched.

LONDON, September 20th.
3.30 a.m.

An official statement issued in Paris at 10 p.m. stated:

The general situation on the Aisne is favourable to the Allies.

The Left Wing captured a flag south of Noyon and took numerous prisoners belonging to the Twelfth and Fifteenth Corps and the Guards after serious fighting on the Plateau of Craonne.

Despite extremely violent attacks, the Germans have failed to make the slightest headway before Rheims. They bombarded the Cathedral all day.

The general position on the Left Wing is unchanged. In the Centre we advanced on the western side of Argonne.

There is nothing new to report on the Right Wing.

GERMANS ENTRENCHING IN THE ARDENNES.

LONDON, September 18th.
9.50 p.m.

The Germans are hurriedly constructing entrenchments in the Ardennes.

GERMAN ATTEMPT TO DESTROY BRIDGE FRUSTRATED.

LONDON, September 19th.
5.15 a.m.

The *Daily Mail* correspondent at Dieppe reports that a party of Germans in motor-cars, dressed as French officers, tried to destroy the railway bridge at Oissel, near Rouen, in order to cut communications between Paris and the coast, but were captured.

[*FRENCH OFFICIAL TELEGRAMS VIA PEKING.*]

THE GREAT BATTLE IN FRANCE.

The following official telegram from the French Government came *via* Peking on the 18th inst.:—

On the Left Wing of the Allies on the 16th inst. the Germans continue to offer resistance from the hills north of the Aisne, although they have retired slightly at certain points.

The Germans' front line passes over Noyon, Morsain, Condo-sur-Aisne and Craonne.

In the Centre between Berry-au-Bac and Argonne the situation is unchanged.

Between Argonne and the Meuse the Germans are entrenching as far as Montfaucon.

In the Wœuvre the Allies are in contact with many of the enemy's detachments between Etain and Thiancourt.

In Lorraine and the Vosges there is no modification in the situation.

A battle continues along the whole front between the Oise and the Meuse.

The Germans occupy defensive positions, with heavy artillery.

The progress of the French armies can only be slow, but the spirit of the offensive stimulates the French troops, who are showing vigour and enthusiasm. They successfully repulsed counter-attacks which were made day and night by the enemy.

The Austrian armies are evacuating Galicia.

[*THROUGH REUTER'S AGENCY.*]

AMERICAS PEACE EFFORTS.

GERMANY WILLING TO CALL THE WAR A DRAW AND MAKE PEACE.

ENGLISH PRESS RIDICULE TALK OF PEACE.

LONDON, September 18th.
11.15 a.m.

A message from Washington states that Dr. von Bethmann-Hollweg, the German Chancellor, has discussed President Wilson's peace inquiry with the United States Ambassador at Berlin. The Chancellor suggested that in view of the Allies' compact regarding peace, the United States should obtain peace proposals from the Allies.

LONDON, September 19th.
2.20 p.m.

A telegram from Washington says that President Wilson has virtually abandoned his peace endeavours and awaits a definite expression from one of the belligerents.

6.15 p.m.

The German Ambassdor at Washington to-day stated that Germany is willing to call the war a draw and to make peace on the basis of Germany in Europe not being dismembered.

LONDON, September 19th.
5.15 a.m.

The English papers ridicule the talk of peace.

RUSSIAN OPERATIONS IN EAST PRUSSIA AND AUSTRIA.

PETROGRAD, September 19th.
5.15 a.m.

General Rennenkampf has definitely arrested the German offensive in Eastern Prussia. The Germans are falling back at several places.

The Russians are continuing the pursuit of the Austrians and are approaching Jaroslau and Przemysl.

THE KING'S SPEECH TO PARLIAMENT.

UNPRECEDENTED SCENE OF ENTHUSIASM IN THE HOUSE OF COMMONS.

LONDON, September 18th.
12.35 p.m.

Parliament has been prorogued to October 27th.

The King's Speech in proroguing Parliament was read by the Speaker as follows:—

I address you in circumstances calling for action rather than for speech. After every endeavour made by my Government to preserve the peace of the world, I was compelled, in assertion of treaty obligations, deliberately set at nought, and for the protection of the public law of Europe and the vital interests of the Empire, to go to war. My Navy and Army have, with unceasing vigilance, courage and skill, sustained, in association with our gallant and faithful Allies, a just and righteous cause.

From every part of my Empire there has been a spontaneous and enthusiastic rally to our common flag.

I thank you for the liberality wherewith you met a great emergency.

We are fighting for a worthy purpose and we will not lay down our arms until that purpose has been fully achieved.

I rely with confidence upon the loyal and united efforts of all my subjects, and pray Almighty God that He may give us His blessing.

There was an unprecedented scene in the House of Commons, after the Speaker had read the King's speech. Mr. Will Crooks asked for permission to sing the National Anthem, but before the request could be granted he sang the first verse.

The whole House rose and joined him, including strangers and Pressmen, thundering cheers being given for the King.

[THROUGH REUTER'S AGENCY.]

GENERAL WAR NEWS.

THE DESTRUCTION OF TERMONDE.

LONDON, September 19th.
3.45 p.m.

An Antwerp telegram reports that the Germans on the 17th inst. completed the destruction of Termonde by a third bombardment.

The Church is still standing, though the tower is damaged. The Hospital was partially spared, but all other buildings are in ruins.

MR. ASQUITH ON GERMANY'S GROSS AND FANTASTIC MISCALCULATION.

LONDON, September 18th.
11 p.m.

Mr. Asquith, addressing a great meeting at Edinburgh, at which many notables, including Lord Rosebery, were present, declared that the war was the deliberate act of Germany, due to a gross and fantastic miscalculation by the Kaiser's advisers of the true spirit of Great Britain, India and the Colonies.

Proceeding, the Prime Minister said:—"Louvain, Malines and Termonde will henceforward be names branded on the brow of German culture. The full accomplishment of our task will certainly take months, possibly years, but nothing short of its full accomplishment is worthy of our traditions or will satisfy our resolve."

MR. LLOYD GEORGE ON THE WAR.

September 19th.

Mr. Lloyd George, addressing a meeting of Welshmen in Queen's Hall, London, in connection with the recruiting movement, all parties being represented on the platform, emphasised that we could not have refrained from war without national dishonour. He denounced German treaty-breaking and declared that Germany must be taught to respect treaties in future. Germany's barbarism must be stamped out.

LORD KITCHENER AND THE PRINCE OF WALES.

LONDON, September 18th.
8.40 p.m.

The Official Press Bureau announces that H.R.H. the Prince of Wales approached Lord Kitchener saying that he urgently desired to proceed to the front. As, however, His Royal Highness has not completed his military training Lord Kitchener has submitted to His Majesty the King that it is undesirable that the Prince should at present proceed on active service.

LISTS OF PRISONERS EXCHANGED.

LONDON, September 18th.
9.50 p.m.

The Press Bureau confirms the exchange of lists of prisoners and also that arrangements have been made to send letters, parcels, etc.

DEPUTY-MASTER OF THE KING'S HOUSEHOLD KILLED IN ACTION.

LONDON, September 18th.
5.35 p.m.

Capt. Lord John Hamilton, of the Irish Guards, Deputy-Master of the King's Household, has been killed in action.

LOSS OF AN AUSTRALIAN SUBMARINE.

LONDON, September 19th.

The Press Bureau announces that the Admiralty has received a cable from Australia reporting the loss of Submarine *A E. 1.* No details have been received.

TELEGRAM.

[THROUGH REUTER'S AGENCY.]

DEPARTURE OF THE SHACKLETON EXPEDITION.

LONDON, September 18th.

Sir Ernest Shackleton and the members of his Expedition have left London for the South Pole.

The *Aurora* section is going to Tasmania and will proceed thence to the Ross Sea.

The other section, including Sir Ernest Shackleton, is going to South America and thence to Weddell Sea. They join the *Endurance* at Buenos Aires.

There were cordial farewells upon their departure from London.

PREVENTION OF PIRACY.

The Hongkong *Government Gazette* contains the regulations made by the Governor-in-Council under Section 17 of the Piracy Prevention Ordinance, 1914 (Ordinance No. 23 of 1914), for the purposes of Section 6 of the said Ordinance, on the 17th inst. The Regulations apply to launches (not exceeding 60 tons) which ply outside the harbour, but within the local trade limits; these which ply outside the local trade limits, and ships exceeding 60 tons. The regulations comprise all the points which were dealt with when the question was discussed at the Legislative Council meeting, and are so detailed that it is obvious that the utmost endeavour has been made to prevent piracies in the future.

HANKOW-CANTON RAILWAY.

WAR CAUSES FINANCIAL DIFFICULTIES.

Interesting points are arising in financial affairs in China as a result of the European conflict. One of the latest of these problems now faces the Hankow-Canton Railway which is threatened, a Hankow paper says, with the drying up of its funds and the stopping of all work in consequence. The Hankow-Canton railway derives the needful money for construction work from the Four Power Loan, in which British, French, American and German groups share, three of which are belligerents. It is only this month that the pinch was first felt as the funds for August came through, but September finds a part of the group unable to keep up its end of the beam and this paralyses the Four Power Syndicate. An offer, however, from the other banks interested has been made to advance the required money and, partly as a result of this and a request by the Minister of Communications, Dr. Jeme Tien-yu, Director-General, has left by train for Peking. It is expected that the negotiations will take about a fortnight, when it will be decided whether the construction work will have to be shut down or not.

Construction has not been effected up to the present and this month sees embankment work proceeding in the three sections between Wuchang and Changsha. Here and there some of the farmers are making exorbitant demands for their land and this is somewhat delaying matters. In Wuchang the office premises and staff quarters are being built. The former it is expected will be finished by the end of the year when they may be made use of, though it is more likely that this will not be done until the required buildings for the staff are completed.

WAR NEWS.

CHINA AND GERMANY.

HOIST WITH THEIR OWN PETARD.

The Peking correspondent of the *N.-C. Daily News* writes:—

The agencies for the dissemination of the "true truth" employed by Germany have assiduously endeavoured to convince the Chinese that only one ending for this war is possible, and that is the eclipse of erstwhile powerful nations and the glorified ascendency of Germany to the leadership of the world. In many quarters the "true truth-tellers" have found receptive audiences, and these believers have now developed chills in their pedal extremities which make them disagreeably uncertain as to whether it will be profitable for China, after all, for Germany to triumph. The threats that Germany will make China suffer for doing the only thing she could do, are, consequently, disadvantageous, for the campaign of the German agents is being set off by the belief that is now gaining currency that Germany has the inherent bullying tendencies which the nations which are now fighting her have consistently claimed. Chinese who were ready to believe that Germany was being illtreated are now only too eager to agree that she ought to be whipped. They do not like the threat of reprisals—and that threat has done more to discount the campaign which the Germans were carefully developing than any counter statements which the representatives of the Allies could have made.

POSTPONEMENT OF PAYMENT OF BILLS OF EXCHANGE.

The following Royal Proclamation appears in the current issue of the *Gazette*:—

Whereas in view of the critical situation in Europe and the financial difficulties caused thereby it is expedient that the payment of certain bills of exchange should be postponed as appears in this Proclamation:

Now, therefore, We have thought fit, by and with the advice of Our Privy Council, to issue this Our Royal Proclamation, and We do hereby proclaim, direct, and ordain as follows:—

If on the presentation for payment of a bill of exchange, other than a cheque or bill on demand, which has been accepted before the beginning of the fourth day of August, nineteen hundred and fourteen, the acceptor re-accepts the bill by a declaration on the face of the bill . . . that bill shall, for all purposes, including the liability of any drawer or any other party thereto, be deemed to be due and be payable on a date one calendar month after the date of its original maturity instead of on the date of its original maturity, and to be a bill for the original amount thereof increased by the amount of interest thereon calculated from the date of re-acceptance to the new date of payment at the Bank of England rate current on the date of the re-acceptance of the Bill.

WAR RISKS AND BILLS OF LADING.

The following appears in the current issue of the *Gazette*:—

The attention of His Majesty's Government has been called to the fact that difficulties have arisen between shippers and shipowners in consequence of the wish of the latter to insert in Bills of Lading a clause to cover obligations which they undertake in many voyages to call at a port in the United Kingdom for information, instructions or advice before proceeding on the final stage of the voyage. The following is the text of such a clause:—

"If and so long as the ship is insured against war risks with a War Risks Insurance Association under or in connection with a War Risks Insurance Scheme of His Majesty's Government the ship, in addition to any liberties expressed or implied in this Bill of Lading, shall have the liberty to comply with any orders or directions as to the departure, arrival, routes, ports of call, stoppages or otherwise howsoever given by His Majesty's Government or any department thereof or any person acting or purporting to act with the authority of His Majesty or of His Majesty's Government or of any department thereof or by any committee or by any committee or person having under the terms of the war risks insurance on the ship the right to give such orders or directions, and nothing done or not done by reason of any such orders or directions, and nothing done by reason of any such orders or directions shall be deemed a deviation."

It is important that shippers should realise that the above requirements are for the security of the cargo equally with that of the ship, and are in no wise to the prejudice of the shippers' interests which are being safeguarded and not sacrified. Particulars of the war risks insurance scheme above referred to are not available at the Colonial Secretary's office at present, but are expected shortly.

GERMANY'S FOOD SUPPLY.

Writing on July 30th the *Economist* correspondent at Berlin stated.—It is interesting at this moment to see a study published a week or so ago by the statistician, Professor Rilled, of Berlin, on the question of Germany's food supply in time of war. The results he arrives at are completely pessimistic. The country in the case of a general European war would almost certainly have all its coast blockaded. Most of the corn supplies coming in over Holland and Belgium are carried in English ships, and would stop at once. Austria would have more than enough to do to feed itself, while in view of the political chances of the last two years there is not much hope of receiving supplies from Rumania. Thrown back on its own resources Germany would last out, he thinks, a far shorter time than is generally calculated, since even its present production of foodstuffs would be restricted owing to the withdrawal of men to the front.

"Returning from Belgium on Tuesday, I was struck by the great number of aliens coming into England," writes a lady to a London paper, "It seems hardly fair that we should have to support them."

COMPANY MEETING.

HONGKONG AND SHANGHAI BANKING CORPORATION.

An extraordinary meeting of the shareholders in the above was held in the City Hall on Saturday. The Hon. Mr. D. Landale (Chairman of Directors) presided, and those also present were:—Messrs. W. L. Pattenden, S. H. Dodwell, C. S. Gubbay, P. H. Holyoak, J. A. Plummer (Directors), Sir Paul Chater, C.M.G., Hon. Mr. E. A. Hewett, C.M.G., Hon. Mr. H. E. Pollock, K.C., and Messrs. A. H. Barlow, A. C. Hynes, F. H. Thomas, W. Inglis, G. E. Towns, H. C. Sandford, G. G. S. Forsyth, W. R. P. Thursfield, M. A. Murray, C. F. Carvalho, V. A. P. Collaco, J. M. Eca, Ho Wing, H. W. Looker, Rev. Father L. Robert, G. Piercey, Lo Cheung Shiu, Ho Fook, Tsang Foo, J. W. C. Bonnar, W. Dunbar, A. V. Apear, Rev. Father Noval, Ho Kom Tong, D. Haskell, E. D. Haskell, R. G. Shewan, G. K. Haxton, W. H. Purcell, A. S. D. Cousland, D. H. Silas, K. D. Gazdar, Tang Chi Ngon, P. K. Kwok, C. C. F. Cunningham, Dr. J. H. Sanders, E. Kadoorie, E. R. Bate, D. Macdonald, F. Maitland, A. J. P. Pumfrett, H. H. Bond, P. C. Potts, H. J. Gedge, Dr. F. O. Stedman, C. H. P. Hay, D. J. Lewis, and E. J. Grist, with the Acting Chief Manager, Mr. A. J. Stephen.

The Acting Chief Manager having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen, this meeting is called in order to confirm the resolution which was passed at the extraordinary meeting of the shareholders of the Corporation held on the 22nd August, having for its object the alteration of certain of the Articles of the Deed of Settlement. I do not think that it is necessary for me to enter into any further explanation, as the matter was fully dealt with when first introduced, and with your permission I will now propose the resolution. I beg to propose:—

That the Deed of Settlement of the Company be altered in manner following:—

(*a.*)—That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every Ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(*b.*)—That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(*c.*)—That Articles 76, 77 and 78 be cancelled.

(*d.*)—That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

Article 76.—"General Meetings shall "be held once in every year, at such time "and place in the Colony as may be "prescribed by the Company in General "Meeting, and if no such time or place "is prescribed, then at such time and "place as may be determined by the "Court, and unless and until otherwise "prescribed or determined as aforesaid "a General Meeting shall be held in the "month of February in every year."

Article 77.—"The General Meetings "mentioned in the last preceding Article "shall be called Ordinary Meetings."

Article 78.—"All other General Meet-"ings shall be called Extraordinary "Meetings."

(*e.*)—That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(*f.*)—That the following words be added to Article 94:—"The "Court may from time to time "pay to the Shareholders such "interim dividends as appear "to be justified by the position "of the Company."

(*g.*)—That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-year "ending the 30th June and the "31st December, shall make a "General Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st "day of December shall make "a General."

(*h.*)—That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(*i.*)—That the word "twice" and the words "the 30th day of "June and" be struck out of lines 4 and 5 of Article 176, and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(*j.*)—That the words "or the Ordin-"ary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Sir PAUL CHATER seconded, and, there being no questions, the resolution was then unanimously carried.

This was all the business.

SCENE AT THE NAVAL YARD.

At the Magistracy on Saturday the case was continued in which eleven Chinese employed in the Naval Yard as carpenters are charged with doing grievous bodily harm to the No. 1 carpenter.

Complainant, in answer to Mr. Agassiz, who is defending five of the men, said that none of his (Mr. Agassiz's) clients were in his gang, though they were in the same line of work. The seventh defendant was at one time a No. 1 man and was drawing $1.35 a day.

The case was then further adjourned.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

THE WAR.

LONDON, August 5th.

Standing as we are at the beginning of war with Germany, and all the unknown possibilities that a general conflagration in Europe will bring, it is hopeless to devote much attention to subjects other than the war. Everything is overshadowed by it. We are doing some desultory sport, and we are going about our business as usual, except as to the banks, which are closed for another three days to facilitate arrangements to deal with the financial system on a sound basis, but our minds are obsessed by this nightmare of war that has come upon us, and to discuss general topics seems almost like levity. Viewed after the tense hours of Monday, when Sir Edward Grey delivered his historic speech defining England's position, three things stand out in bold relief: the duplicity of Germany, the statesmanlike and dramatic intervention of Mr. John Redmond in the debate, and the solidarity, and eagerness even, of the British people in the face of danger. Parading the streets are sandwichmen bearing appeals to the public to stop the war and not fight "for Russia." Some newspapers have page advertisements to the same effect, emanating from a new organisation called the Neutrality League, of which Lord Courtney and several other well-known peace men are the heads. They have a certain following, including some of the Socialists, but I think even they will have submerged their prejudices now that events have proceeded to the conclusion which was inevitable. There were signs of some halting and hesitation in Sir Edward Grey's otherwise firm and clear-cut speech, due to the reluctance of a section of the Cabinet to agree to intervention. But the temper of the House was quickly shown when the critics of intervention rose in debate and were dubbed by Mr. Balfour the "dregs and lees." The House, which was so crowded that chairs occupied every part of the aisles, simply throbbed with enraged dissent as the peace-at-any-price men orated. And, contrariwise, the declaration by Mr. John Redmond as to the loyalty of Ireland was cheered to the echo by none more fervently than his erstwhile Ulster enemies. And, to crown it all, there is this significant fact, that the reserves responded to the summons ahead of the proclamation of the mobilisation, so that in less than twelve hours the navy was fully prepared for all emergencies. That, surely, augurs well for the heart of the nation.

STOCK EXCHANGE STORIES.

The "hammering" of several brokers on the Stock Exchange in the first days of the crisis, before the Stock Exchange was closed, showed how fragile is the credit of many firms in a time of excitement. One of the men declared a defaulter had for many years been a conspicuous figure on the Exchange. In a humbler walk of life he would have been called eccentric. He held peculiar views on public matters and publicly expressed them in his circulars to clients—such views, for example, as that the Ulster and the National Volunteers in Ireland were subsidised by a Foreign Power so that England would not be able to interfere in a foreign crisis. His partiality for Latin was another peculiarity that marked him out for attention, for Latin is about the only language not heard on Exchange. During the big Australian boom his firm was believed to have made a million sterling. Some time afterwards his partner retired with a half million fortune, which he is now enjoying. Another instance of the sudden changes of fortune on the Stock Exchange is that another defaulter made £300,000 in less than a week in Henderson's Transvaals flotation not many years ago. He had options at £1 over a large block of shares which soared up to £3. To be "hammered" on the Stock Exchange sounds more dramatic than to be declared bankrupt through the *Gazette*. But it implies no more, and Stock Exchange unfortunates have before them the fact that one who was "hammered" in Throgmorton Street now occupies one of the most prominent positions in the State.

POSSIBILITIES IN THE WAR.

There are all sorts of possibilities in the war, if no early termination is reached through the pressure of economic forces. Sir Edward Grey has spoken of our own great responsibilities in India and elsewhere. Germany has facing her something like bankruptcy if she fails, owing to the huge armaments she has built up. Holland may have to open her sluices and flood the country—a proceeding arranged to make transport impossible and with just too shallow a depth of water to float boats. Russia has enemies enough within her own borders to give the Czar such nightmares that even the corrupt grand-dukes and crystal-gazing sorcerers, by which he is surrounded, may have difficulty in subduing them. Austria knows her own weakness so well that she has drawn out even the only sons of widows, who have had scarcely any training. The Italian provinces of Austria have to supply the largest proportion of troops for the front, because the Slavs cannot be trusted, and a considerable proportion of the German troops will have to police the Slav provinces. This game of putting one nationality to guard another is an exciting one, but it does not make the task of the Government easy. It is an army ruled not so much by patriotism as by terror, with vigilance ever in evidence to prevent desertion. In spite of the reported demonstrations, it is believed a majority of the nation in Austria are secretly opposed to the war, but popular demonstrations are easily and cheaply organised in that country. One of the most striking things about the crisis is the calmness of the British crowds, and even of those of the French capital. We have had demonstrations, it is true, in front of Buckingham Palace and in Whitehall, but the mass of the people, though ready to fight, are filled with self-restraint.

Carpentier, the French champion pugilist, having volunteered for service, it would appear that his engagement to fight Bombardier Wells is "off." Cynics are now suggesting that Wells should join the forces opposed to the army of which Carpentier is a member.

THE BRITISH CABINET.

When the clouds of this war have disappeared and we resume the even tenour of our way, some changes will very likely be noticed, personal and political. One of the pathetic figures of to-day is Viscount Morley, who like John Burns and C. Masterman cannot support the policy of Sir Edward Grey. To this Nestor of the Cabinet these warlike alarms are peculiarly distasteful, opposed to his whole nature and inclination. He has suddenly become feeble and shrunken, and his retirement cannot be far off. Mr. Harcourt is a reluctant signatory to the Grey policy, but if any untoward disagreement should lead to the resignation of Sir Edward Grey, Mr. Harcourt is his most likely successor, for he has done an enormous amount of work in a quiet way to keep the rank and file solid to the support of the Premier. Mr. Herbert Samuel would be the next Chancellor of the Exchequer if Mr. Lloyd George had to be provided with a successor in that office. Mr. Winston Churchill, it is well-known, has been restive for some months because he could not get the solutions he wanted to sundry problems connected with the Admiralty, but the crisis has given him ample occupation and a full blast of lime-light, so he is probably more contented to-day than for some time.

On the Opposition side Mr. Bonar Law makes no secret of his disregard of Mr. Austen Chamberlain as a financier and there appears to be some disposition to shunt the latter from the inner councils of the Conservatives, now that his great father is no longer among men. It is mooted in some smoking-rooms that if the Government became Conservative, the only way Mr. Bonar Law could be induced to stand aside from the Premiership—for which many men in the party consider he is not fitted—would be to make him Chancellor of the Exchequer, to the exclusion of Mr. Chamberlain. Another change that is predicted is the softening of asperities on the Irish question. Conservatives are loudest in their praise of Mr. Redmond since his speech on Irish loyalty. He is even embarrassed by their enthusiasm. Lord Lansdowne and Captain Craig found themselves unexpectedly impressed at the abortive conference at Buckingham Palace by Mr. Redmond and Mr. Dillon. Pacification, in fact, seemed to be in the air, when Sir Edward Carson and Mr. Bonar Law broke all possibilities of agreement by bitterly acid contributions to the negotiations. It was said to have been an acid phrase of Mr. Law's that finally disrupted the conference.

INTIMATIONS

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864).

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NEW ADVERTISEMENTS

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH CO., LTD.

SENDERS of TELEGRAMS are hereby Notified that from the 1st OCTOBER, 1914, until further Notice, the Currency Charges for Telegrams will be collected at the Rate of $0.45 to equal Franc 1.00.

W. B. ELWES,
Superintendent.

Hongkong, 21st September, 1914. [1157

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

HONGKONG STATION.

CURRENCY CHARGES ON TELEGRAMS.

SENDERS of TELEGRAMS are hereby Notified that from the 1st OCTOBER, 1914, until further Notice, the Currency Charges for Telegrams will be collected at the Rate of $0.45 to equal Franc 1.00.

A. B. SORENSEN,
Acting Superintendent.

Hongkong, 21st September, 1914. [1158

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of September, 1914, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements (Approximate). N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			feet	feet	feet	feet		$	$
1	Inland Lot No. 357.	North of Inland Lot No. 356, Tai Hang Village.	75	75	57	57	5,625 about	68	1,632

Hongkong, 21st September, 1914. [1159

THE WAR.

FOR SALE
SMALL NATIONAL FLAGS
to mark the progress of
THE WAR.

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).
Hongkong, 21st September, 1914. [888

PEAK CLUB.

BY kind permission of Colonel WATSON and Officers, the Band of the 74th Punjabis will play at the PEAK CLUB on SATURDAY Night, the 26th inst., commencing at 9.15 P.M.

By Order,
ENTERTAINMENT COMMITTEE.

Hongkong, 17th September, 1914. [1149

ROSSIA INSURANCE COMPANY.

NOTICE IS HEREBY GIVEN that we have handed over to the RUSSO-ASIATIC BANK the Agency hitherto held by us.

All communications or enquiries concerning Policies issued by this Company should be addressed to the RUSSO-ASIATIC BANK.

MELCHERS & Co.

WE HAVE taken over from MESSRS. MELCHERS & Co., the Agency of the ROSSIA INSURANCE Co., hitherto held by them, and shall be pleased to attend to any enquiries regarding Policies issued by them.

RUSSO-ASIATIC BANK.

Hongkong, 16th September, 1914. [1148

NETHERLANDS LLOYD OF AMSTERDAM AND BATAVIA.

HAVING been Appointed AGENTS for the above Company, we are prepared to accept RISKS against FIRE at Current Rates.

W. A. HANNIBAL & Co.

Hongkong, 16th September, 1914. [1145

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vœux Road Central
(First Floor).

Telephone No. 650.
Hongkong, 15th May, 1914. [710

INTIMATIONS

THE GULA-KALUMPONG RUBBER ESTATES, LIMITED.

NOTIFICATION.

THE following Telegram, dated 28th August, 1914, has been received from the London Secretaries of the above Company:—

"Pending instructions suspend all transfers "when transferor or transferee are German "or Austrian subjects."

By Order of the Local Board,
ILBERT & Co., LTD.,
Shanghai Local Secretaries.

LOWE, BINGHAM & MATTHEWS,
Colonial Register.

Hongkong, 19th September, 1914. [1152

HONGKONG CLUB.

NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue) was held in the Club House on FRIDAY, the 18th September, 1914, when the following Debentures were drawn for Redemption:—

124	777	1119	1469	1822
208	792	1121	1482	1844
232	829	1184	1489	1867
314	873	1188	1512	1875
415	874	1192	1541	1895
422	906	1212	1561	1897
484	968	1231	1622	1907
499	978	1237	1625	1909
521	1011	1307	1672	1922
564	1012	1327	1695	1926
593	1047	1370	1750	1956
741	1050	1434	1793	1962
747	1065	1454	1821	1965

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on WEDNESDAY, the 30th September, 1914, in exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary.

Hongkong, 18th September, 1914. [1153

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 26th September, 1914, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 5th September, 1914. [1114

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.

Telephone No. 400.
Hongkong, 30th July, 1914. [992

SINGON & CO.

ESTABLISHED A.D 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).

Telephone No. 515. [45

TO LET

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.

Apply—
SECRETARY,
A. S. WATSON & Co., LTD.

Hongkong, 9th July, 1914. [923

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKER, DEACON & HARSTON.

Hongkong, 3rd September, 1914. [1101

TO LET.

NO. 7, KNUTSFORD TERRACE, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st September, 1914. [1091

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 29th August, 1914. [1033

TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road).

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 5th September, 1914. [1101

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR

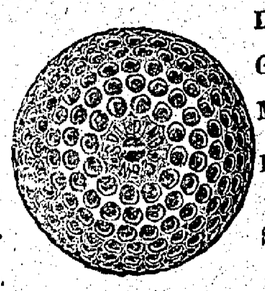
SPALDING'S ATHLETIC GOODS.

EVERY REQUIREMENT FOR GOLFERS.

WE HAVE JUST RECEIVED A SPLENDID SELECTION OF GOLF CLUBS.

FROM 65 CENTS EACH. **GOLF BALLS** FROM 65 CENTS EACH.

ARCH COLONELS, $1.30 Each.
WHITE COLONELS, 1.30 Each.
PATENT COLONELS, 1.10 Each.
HEAVY COLONELS, 1.10 Each.
WOOD MILNES, 1.10 Each.
BLUE CIRCLE, 90 Cents.



DOMINO DIMPLES, $1.30 Each.
GLORY DIMPLES, 1.30 Each.
MIDGET DIMPLES, 1.30 Each.
BLACK AND WHITE DOT, 1.10 Each.
SPALDING "BOB," 65 Cents.

SPALDING "GOLD MEDAL" CLUBS.
DRIVERS AND BRASSIES. PRICE $5.50 EACH.
IRONS. PRICE $4.75.

R. FORGAN'S CELEBRATED CLUBS.
MADE AT ST. ANDREW'S.
PRICE FROM $4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS.
ALL MODELS. PRICE $3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS.
STOCKED IN ALL MODELS.

CADDY BAGS, TEES, GOLF GLOVES, CLOCK GOLF, GOLF PAINT, CAPTIVE GOLF.

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

LANE, CRAWFORD & CO. [39

Westminster Tobacco Co. Ltd London

TRADE MARK

THE TURKISH CIGARETTE OF PERFECT FLAVOUR.

WESTMINSTER "SPECIALS."

$1.25 FOR A TIN OF 50 CIGARETTES.

No advance has been made in the Price of these Cigarettes and fresh supplies are arriving every month.

Hongkong, 10th September, 1914. [1134

INDO-CHINA BRICKS. TILES. PIPES COMPANY. LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.

ALWAYS IN STOCK. [1049-2

TO LET.

From 1st September, 1914.

IN CANTON on SHAMEEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—
DAVID SASSOON & Co., LTD.

Hongkong, 5th August, 1914. [1017

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.

Apply to—
SHEWAN, TOMES & Co.

Hongkong, 29th August, 1914. [1087

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st September, 1914. [838

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).
GODOWN, 93, Wanchai Road.
GODOWN, No. 4, New Praya, Kennedy Town.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

Hongkong, 1st September, 1914. [1061

TO LET.

From 1st September, 1914.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired.

For further particulars, apply to—
H. M. H. NEMAZEE.

Hongkong, 24th July, 1914. [968

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.

REVISED BY THE MEMBERS.

PRICE ... ... $5.

DAILY PRESS OFFICE.
Hongkong, 24th February, 1913.

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,590)
Reserve Fund..... Fl. 6,518,000 (£543,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.

Hongkong, 3rd October, 1913 [21

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	... ...	...£1,500,000
Subscribed	,, ...	... 1,125,000
Paid-up	,, ...	... 562,500
Reserve Fund	,, ...	... 465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 10th July, 1914. 149

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital...	£1,200,000
Reserve Fund	£1,800,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 8th June, 1914. [1494

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed	... ...	Yen 10,000,000
Capital Paid-up	... ...	,, 7,499,250
Reserve Funds	... ...	,, 3,430,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES.

Amoy	Kiukiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Calcutta	Manila	Taichu
Canton	Moji	Tainan
Dairen	Nagasaki	Takow
Foochow	Newchwang	Tamsui
Hongkong	New York	Tokyo
Kagi	Osaka	Yokohama
Keelung	San Francisco	Etc.

HONGKONG OFFICE.
3, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [648

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthy Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [16

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay.	Kobe.
Calcutta.	Manila.
Canton.	Mexico.
Cebu.	Panama.
Colon.	Peking.
Empire.	San Francisco.
Hongkong.	Shanghai.
Hankow.	Yokohama.

CAPITAL AND SURPLUS Gold $7,200,000 equal £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

N. S. MARSHALL,
Manager.

9, Queen's Road,
Hongkong, 15th September, 1914. [959

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 at 2/-	$15,000,000
Silver...	$18,000,000
	$33,000,000
Reserve Liability of Proprietors	$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—J. D. SMART.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 24th August, 1914. [15

NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"ARABIEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, or West Point Godowns, or Godown No. 6, Matheson Street, Wanchai, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st Sept., will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 21st Sept., at 9.30 A.M.

All Claims must reach us before the 28th Sept., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by th Undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 14th September, 1914 [1147

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"SALSETTE,"

Captain A. F. VINE, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 26th September, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s S.S. "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the S.S. "CALEDONIA," due in London on the 6th November, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 14th September, 1914. [1

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

S.S. "GHAZEE"... On or about 28th Sept.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.

Hongkong, 11th September, 1914. [1135

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE, 1914. With INDEX. Price $7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 1st August, 1914.

Cutler Palmer & Co
The Wine Merchants of the East

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[63

WHITELEYS
THE LARGEST BRITISH STORE IN THE WORLD
Illustrated General Catalogue (1,250 Pages) Mailed Free
WHITELEYS LONDON : W
BY SPECIAL APPOINTMENT TO H.M. THE KING
WM. WHITELEY LTD.

BRAND STUHR.
STUHR'S
CAVIARE
FILLETED ANCHOVIES
(in Brine).
ANCHOVY PASTE.
Sold by all High-Class Provision Dealers.
G. F. STUHR & CO., Hamburg.
Indents through European Exporters only.

SANTAL MIDY
These tiny Capsules — superior to Copaiba, Cubebs, and Injections — CURE the same diseases as these drugs in
FORTY-EIGHT HOURS
without inconvenience.
Each Capsule bears the name.
Paris, 8, rue Vivienne
Sold by all Chemists.
125-1

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
THERAPION No. 3
CURES CHRONIC WEARNESSES, DRAINS, LOST VIGOR, &C.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2/9.
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. LE CLERC MED. CO. HAVERSTOCK RD, HAMPSTEAD, LONDON.
A CURE FOR YOU
THE NEW DRAGEE (TASTELESS) FORM OF THERAPION EASY TO TAKE SAFE AND LASTING CURE.
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
INSIST ON HAVING THERAPION.

中外新聞
CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY
Is the oldest and still immensurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China Indo-China etc
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

THE PRESS IN WAR.

TO PREVENT LEAKAGE OF NEWS.

POSSIBLE ORIGIN OF THE PRESS BUREAU.

The following article from the *Newspaper World* is important as it probably explains the Press Bureau mentioned in the Reuter telegrams and illustrates its origin:

In November last, says the *Newspaper World*, we published a brief summary of an address delivered at the Royal United Service Institution by Mr. H. A. Gwynne, editor of the *Morning Post*, on the subject of "The Press in War." As the contributor "Whitefriars" pointed out at the time, Mr. Gwynne speaks with authority on this subject, for not only has he held the editorship of *The Standard* and been connected with the Reuter's Agency, but previously he obtained considerable practical experience of the Press in time of war through his services as special correspondent to *The Times* and Reuter's Agency. His lecture expounded the patriotic line as distinct from that of the purely professional. The Press subordinate in national emergencies was his argument, and he proposed a sort of half-way house for the Press and War Office authorities in order to satisfy the demands of the latter for secrecy and the natural desire of the people for news. He thought that the Press would agree to omit all reference to movements of troops on the outbreak of a great war, but he doubted very much whether, in the early and most critical stages of the war, the Press and the public behind the Press would be content with an arbitrarily enforced blank silence. Leaving quite the question of war correspondents, he suggested co-operation between Press and War Office. "I would suggest," he said, "that a small committee of not more than ten be formed, composed of eminent journalists, and elected by the profession, or selected by the Government, as the case may be. This committee should enjoy to the very fullest extent the absolute confidence of the newspapers of England, and not only that, they should be names which would carry respect with the general public. To this committee should be given a place in the Admiralty or War Office on the outbreak of war, and they should work in close co-operation with either one officer or a committee of officers appointed by the authorities. These Press representatives should be men of such a stamp that they could be told a good deal more than could be confided to the Press generally, and it would be their business to prepare every day an account of what is going on, or to refrain from saying anything at all, in conjunction with the naval and military authorities. Acting with a full knowledge of the issues at stake they would be less likely to do anything which would be harmful to the country's interest."

TWO OBJECTS GAINED.

In expounding this suggestion, Mr. Gwynne thought that two objects would be gained. First, the public would be content, even if no information were given, when assured that the representatives of the Press approved of the silence; and second, information that did appear would not be calculated to injure the operations of the Army and Navy. Going on to speak of other advantages, he pointed out that "in the first place the War Office would no longer be harassed at a most critical period by Press importunities. Such matters being left to the committee, they could rest assured that whether information or no information was vouchsafed to the public the Press would be satisfied and therefore, to a great extent, the public also; and they could go on with their plans without any preoccupation regarding publicity. My own conviction is that there would be no trouble whatever in establishing such a system, although, of course, in time of peace the suggestion is bound to meet with a good deal of criticism; but I feel more and more assured that in case of a great national emergency such as a war with a great European Power, it would work smoothly, and the Press would carry out the arrangement loyally."

TO REMOVE DISTRUST.

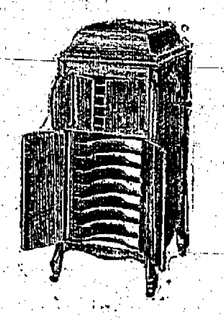
The editor of the *Morning Post* anticipated that his suggestion would receive severe criticism from some of his colleagues. He particularly instanced the argument that the proposal would have the effect of destroying, for the time being, newspaper enterprise, and of reducing all journals to a dead level of dull official information. To these critics he pointed out "that the alternative systems which have been suggested are mostly of a strong repressive character, which, of course, failing any other workable scheme, would be absolutely essential. And I would put it to those in authority that such alternative schemes of iron suppression of all news relating to the war have the disadvantage of antagonizing at the beginning, and therefore at the most critical time of the operations, both the Press and the public. I submit that my suggested Committee of Journalists would not only tend to remove distrust and resentment on the part of the journalist or the public, but it would have the added advantage that all regulations would be carried out not only in the letter but in the spirit, and the Press would be on its honour, as it were, to play the game."

ADVERSE CRITICISMS.

In the discussion that followed, one officer disagreed from Mr. Gwynne's conclusions for muzzling the Press, and, on the other hand, a journalist in Mr. C. Lowe was ready with a case proving the danger of allowing unrestricted publication in the Press during a time of war. The two speeches suggested that at least one officer disagreed with the sacrifices proposed on behalf of newspapers, and the only journalist who spoke in the discussion also agreed with Mr. Gwynne. It was Captain Fisher who took the opposite line, and he pleasantly chaffed the lecturer that they were nearer the millennium than he himself had anticipated. "What would 'Labby' (Mr. Labouchere) care for that Council?" he asked. How would the Council control the journalist who would not be controlled? He thought that "doctored" news was not better than blank silence, and he put the query as to the action of Delane, who would, of course, have been on the Council, when he received Russell's report on the British hospitals in the Crimea. Personally, he thought the proposals reactionary, suggested that they were unnecessary, and pleaded for the discretion of the Press.

Captain Fisher evidently made a slip, wrote "Whitefriars." when he said that no cases could be given where news had proved of advantage to the enemy, for both Major Stewart Murray and Mr. C. Lowe quoted instances—one that occurred in 1866 and the other that practically decided the fate of the French Army at Sedan.

WM. POWELL, LTD.
TELEPHONE 346.
We have the largest and best collection of
CRETONNES
ever shown in Hongkong at one time.
Over 100 distinct patterns.
ALSO
FADELESS CASEMENT CLOTHS
AND
BOLTON SHEETINGS
IN ALL ART SHADES.
WITH A UNIQUE COLLECTION OF
BORDERING TO MATCH.
PLEASE SEND FOR PATTERNS.
[649

VICTOR-VICTROLA
PRICE $225.

PRICE $225.
INVALUABLE AS AN ENTERTAINER
EXCLUSIVE DISTRIBUTORS:
MOUTRIE'S
[51-6

THE TAIKOO DOCKYARD
AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD, HONGKONG.
SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.
AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.
PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.
Dockyard Manager, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.
BUTTERFIELD & SWIRE.
HONGKONG, CHINA, AND JAPAN, AGENTS.
TELEPHONE No 212. Telegraphic Address:—"TAIKOO DOCK." [50

FIRE RISKS ON SHIPS.

REVISION OF PROTECTIVE REGULATIONS.

DEFECTS IN THE CONVENTION.

[BY A CORRESPONDENT OF "THE TIMES."]

Whilst in many respects the International Convention on Safety at Sea has made minute provision for improvements in the rules for shipping, it is regrettable that little has been done by it to reduce the fire hazard on shipboard. This question appears to call for some comment at the moment, seeing that both our own Board of Trade and the authorities concerned in Germany and the United States are at present busily occupied in drafting the necessary national enactments and regulations, which have to be framed at once, and in which the requirements of the Convention are to be the "minima."

It can scarcely be said that the provisions as to fire detection and extinction accord even with the moderate safeguards provided by many shipowners of their own free will, and they are far behind what we find to be the practice on board some liners of recent date.

PREVENTING OUTBREAKS OF FIRE.

The most useful fire preventive provision to be found in the Convention is certainly one which prohibits passenger vessels from carrying cargo, etc., likely to endanger the lives of the passengers, but this should have been supplemented by further specific regulations as to the declaration of cargo and its marking for easy recognition. Curiously enough, there are no other specific fire preventive requirements in the Convention, although several in the matter of the ships' illumination, heating, flues, etc., were generally expected.

The most valuable provision as to fire detection is the institution of the fire patrol, but unfortunately the Convention—as in all its fire-protective clauses—is somewhat vague on the subject. The Convention requires that a continuous patrol system shall be organized, but nothing is said as to how frequently every part of a ship shall be patrolled or by whom, it shall be patrolled, and there is no mention of certificated patrol men, as there is of certificated lifeboat men. What is needed is a patrol of certificated men of good standing, not necessarily taken from among the able seamen, but, for instance, from the steward staff. Here again the Board of Trade should frame its regulations as clearly as possible. In any case, the patrol system should be supplemented by a checking system, and fire-call points should be fitted up in all passenger ships.

FIRE EQUIPMENT.

With regard to the fire appliances, the Convention omits all reference to the invaluable fire bucket, which is a most economical first-aid appliance and is eminently effective in most cases; on the other hand, directions are given for a sufficient number of fluid extinguishers to be carried. Such "extincteurs," when really well made and properly maintained, are most handy appliances. But the Board of Trade will be well advised to issue a detailed specification as to construction, capacity, air space, and frequent inspection

There is a provision that there shall be two steam pumps on ships under 4,000 tons and three on large ships, and that it shall be possible to throw two powerful jets on to any part of a deck occupied by passengers and crew. One wonders if the Commissioners realized that on the *Imperator* (which has been recently in the public eye owing to a fire occurring on board) there are no fewer than eight steam pumps. What is required is that every part of each deck may be reached easily from the mains without the necessity of running out more than two lengths of the usual 60ft. hose from the nearest fire-cocks. Further, if all the steam pumps are dependent on one central source of steam supply, and the main boilers give out—supposing, for instance, the stokehold is flooded after collision—there should be separate power available, such as that which is to be provided for the safety lighting of the ship under the Convention. The emergency lighting conditions have been carefully framed, but those for the fire pumps appear to have been drafted without sufficient regard to the breakdowns that are apt to occur.

It is difficult, again, to understand how the Conference was satisfied with only two equipments of "smoke helmets" for large passenger ships. Smoke helmets should be worked in pairs, and the men require to be relieved every quarter of an hour without an intervening interval if good work is to be done.

Nothing is said in the Convention as to specially trained firement to deal with the ship's fire appliances. Both Germany and the United States, however, in their draft regulations, propose that a certain number of trained firemen of the petty officer grade shall be carried on ships of large tonnage; they are to have had actual fire brigade experience, and are also to be in charge of the fire patrol men. It may be hoped that the Board of Trade will make similar requirements for our large liners.

"FIREPROOF" BULKHEADS.

As to limiting the risk of fire by special constructional divisions, it is a matter of congratulation that the Convention includes a regulation on this point. Such bulkheads are to be fitted at intervals not greater than 130ft. What would really have been a more practical measure, however, would have been to require fire-resisting bulkheads at intervals of about 60ft., made of materials that will resist a severe fire for (say) two hours, and to allow an exemption for (say) the main saloon.

The British Fire Prevention Committee, who have done such good work in respect to the fire risks in great cities, are now preparing a comprehensive report on the subject of fire protection on board ship, and those authorities who have the adaptation of the International Convention to English purposes in hand, including the Mercantile Shipping Advisory Committee and the Bulkheads Committee, would do well to take it into consideration. Foreign authorities at any rate are using the British Fire Prevention Committee's "confidential statement" as a basis for their requirements.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Korea*, carrying the mails from the United States, left Yokohama for Hongkong via Manila on the 16th September, at 10 a.m., and is scheduled to arrive at this port on the 28th September.

MERCHANT STEAMERS.

The Mogul Line str. *Atholl* left Singapore on the 16th September, a.m., and is therefore expected to arrive here on the 22nd September, daylight.

The O.S.K. str. *Chicago Maru* arrived at Manila on the 17th September, and will leave for Hongkong on the 21st September, and is expected to be at this port on the 24th September, daylight.

The str. *City of Bristol* left New York on the 10th August, and is due here on or about 25th September.

The T.K.K. str. *Seiyo Maru* will arrive here from Moji on the 26th September.

The Barber Line str. *Chalister* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 20th October.

THREE HUNDRED YEARS IN THE MEETING POT.

A WAR OF CIVILISATION.

Writing in the *Daily Chronicle* when war between England and Germany was imminent, Mr. Harold Begbie made the following striking comments:—

It is too late to stop it. And England is involved whether she fights or looks on. But in the name of reason, before we put paper caps on our heads and march through the streets waving penny flags, breathing beer, and singing, "Britons never shall be slaves," let us consider what this War means, and reflect upon the to-morrow of Europe.

This War means the sudden stopping of a clock by which we moderns have regulated not only our meals, not only our journeys, but the habits of our minds. The Big Stick of Brutal Force has been suddenly thrust into the exquisite and delicate mechanism of Civilisation. The wheels cease turning, the hands are arrested, and the peaceful, friendly, and most familiar tic-tac of our human existence dies into a silence not yet broken by the clangour of guns, the groans of the dying, and the noise of falling thrones. Already, now at this moment Civilisation stops—stops dead. We in England who have done nothing and even now may do nothing in the War, are hurled suddenly back into barbarism. We arm; but it is against Hunger. We mobilise; but it is against Murder. Religion, philosophy, literature, painting, and, chief of all perhaps, science with its torch at the head of our human hosts, are suddenly flung backward; they become of no moment. Who wants to know about Immanence? Who cares to hear what Bergson and Eucken think? Who bothers about books and pictures? Who is ready to endow a laboratory or listen to the chemist and the biologist? We are back in the age of sticks and stones, but perishing science—"So the struck eagle . . . . . "—has armed us with other weapons; the slaughter will be more hideous, the ruin will be more calamitous, and for nobody will there be a crown of glory.

All that has made this strange experience of conscious human life interesting, ennobling, and hopeful, has rested upon Commerce; and Commerce has been what it has been because of two things, Credit and Good Manners. Where is Credit now? What banker in London, what British merchant, ever dreamed a week ago to hear of such a thing as a moratorium? And where are Good Manners gone? Look for them in Asia, but not in Europe. At every Christian frontier you can pick up a broken treaty and a dishonoured bond.

Mr. Norman Angel told me this morning that out of this war—"everybody fighting, and nobody wanting to fight"—two changes of transcendent importance will emerge. We shall have a Cossack Europe, and New York will henceforth be the centre of Credit. Russia must win. She calls a million 16th century peasants from the fields, and Germany mows them down. Another million take their place. Death again. Another million. And yet another million of these 16th century peasants. And when it is all over, those who are left will go back to their fields.

But Germany, France, England, particularly England and Germany, where will they turn when the million dead are shovelled under bloody soil? The bricks and mortar of Industry may be still standing; but where will Credit be found? And what will the millions of starving factory hands be doing? How shall we get upon our feet? Where is the clockmaker who will mend the smashed wheels and set the pendulum swinging once again? Happy the Russian peasant who will go back to his 16th century and his field, telling the time by the sun's shadow. Industry in Europe, with other things of older date, will lie in ruins.

In three months from now the democracies of Europe will be crying out for a return to normal conditions. The War Lords will be confronted by their outraged and maddened victims. What will they answer? Men will want work, they will want wages, they will want food. Europe will ask for these things, and the War Lords will be driven to answer. Which of them, with all his wisdom and strength, will be able to restore three centuries of human progress? Normal conditions! These normal conditions are the fruit of 300 years of evolution, 300 years of moral and intellectual evolution—a labour not of yesterday nor of pygmies. Destroy normal conditions and you destroy to-day, yesterday, and all the yesterdays of European civilisation. Expect, then, a bewildering To-morrow.

Armaments have broken the back of the labourer; and with the fall of the labourer all things fall, all things come to earth. Because of the War Lords, and only because of the War Lords, the man of science is paralysed, and civilisation stops. Humanity has been fooled. Too late it discovers it.

Remember this, too. Among the young conscript soldiers of Europe who will die in thousands, and perhaps millions, are the very flower of civilisation; we shall destroy brains which might have discovered for us in ten or twenty years easements for the worst of human pains and solutions for the worst of social dangers. We shall blot those souls out of our common existence. We shall destroy utterly those splendid burning spirits reaching out to enlighten our darkness. Our fathers destroyed those strange and valuable creatures whom they called "witches," destroying the brightest of our angels.

At least, then, let us not get drunk. At least, then, let us not sing boastful songs. Honour may call us to fight, self-preservation may force us into the slaughter house; but let us wear on our sleeves the crepe of mourning for a civilisation that had the promise of joy, and strike our enemy without a hiccough or a curse. Never shall we know again what is now perishing. And we shall want all our strength for To-morrow.

SHIPPING

ARRIVALS.

CANDIA, British str., 5,194, R. E. Peel, 20th September—London 9th August, General.—P. & O. S. N. Co.

CHENAN, British str., 1,357, Robertson, 19th September—Amoy 18th September, Nil.—Butterfield & Swire.

CHOYSANG, British str., 1,434, S. Finderson, 20th September—Shanghai 16th September, General.—Jardine, Matheson & Co.

FUKURA MARU, Japanese str., Kasaki, 20th September—Moji 14th September, Coal.—Mitsui-Bussan Kaisha.

GLENLOGAN, British str., 3,809, H. Henderson, 20th September—London 5th August, General.—Shewan, Tomes & Co.

HAICHING, British str., 1,367, W. C. Passmore, 19th September—Amoy 18th September, General.—Douglas Lapraik & Co.

HALTAN, British str., 1,128, J. W. Evans, 20th September—Swatow 19th September, General.—Douglas Lapraik & Co.

HEIJUN MARU, Japanese str., 1,053, Miyamari, 20th September—Camaran Bay 16th September, Coal.—Mitsui Bussan Kaisha.

KAIJO MARU, Japanese str., 1,292, Y. Yamamoto, 19th September—Swatow 18th September, General.—Osaka Shosen Kaisha.

KWANGLEE, Chinese str., 20th September—Canton.

KWANGTAI, Chinese str., 1,536, Sangster, 19th September—Shanghai 16th September, General.—Chinese.

PHRA NANG, Chinese str., 20th September—Canton.

SOSHU MARU, Japanese str., 20th September—Canton.

SULTAN VAN KOETEI, Dutch str., E. R. Vries, 19th September—Tarakan 12th September, Fuel Oil.—Asiatic Petroleum Co.

TJILIWONG, Dutch str., 3,056, A. Oldenburger, 18th September—Macassar 11th September, Sugar.—Java-China-Japan Lijn.

TJIMANOEK, Dutch str., 2,000, A. W. La Rovy, 19th September—Amoy 18th September, General.—Java-China-Japan Lijn.

WOSANG, British str., 20th September—Canton.

DEPARTURES.

September 19th.

DUNBAR, British str., for Sourabaya.
EIGER, Norwegian str., for Canton.
HSINCHANG, Chinese str., for Canton.
LUCHOW, British str., for Canton.
NAMSANG, British str., for Singapore.
NINGPO, British str., for Swatow.
ORESTES, British str., for Saigon.
TAIWAN MARU, Jap. str., for Kwang Yen.
TROCAS, British str., for Tarakan.
YUENSANG, British str., for Manila.
YUNNAN, British str., for Swatow.

September 20th.

BANRI MARU, Japanese str., for Moji.
CHILDAR, Norwegian str., for Swatow.
CORDILLERE, French str., for Saigon.
DAIJIN MARU, Japanese str., for Swatow.
DERWENT, British str., for Saigon.
KUMSANG, British str., for Moji.
KUEICHOW, British str., for Weihaiwei.
LIANGCHOW, British str., for Shanghai.
SAGITTARIUS, British str., for Hongay.
SULTAN VAN KOETEI, Br. str., for B. Papan.
TJITAROEM, Dutch str., for Shanghai.
UBUSAN MARU, Jap. str., for Nagasaki.

SHIPPING REPORT.

The British str. *Choysang* reports: Light winds and fine.

PASSENGERS.

ARRIVED.

Per *Choysang*, from Shanghai, Mr. Mowat.

Per *Glenlogan*, from London, Mrs. J. Stubbings and family, Mrs. T. Thomas and family.

HONGKONG TIDE TABLE.

From 21st to 27th September, 1914.

Days of Week	Days of Month	High Water H'kong. Mean Time	High Water Height	Low Water H'kong. Mean Time	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Mon.	21	m 10 7	7 4	m 3 38	1 9
		10 28	6 8	4 12 a	2 1
Tues.	22	m 10 58	6 8	m 4 25	1 6
		10 34 a	7 1	4 41 a	2 6
Wed.	23	m 11 52	6 1	m 5 14	1 5
		11 8 a	7 3	5 7 a	3 2
Thurs.	24	0 56 a	5 4	m 6 10	1 6
		11 48 a	7 3	5 29 a	3 7
Fri.	25	2 40 a	4 7	m 7 18	1 9
				5 49 a	♣ 1
Satur.	26	m 0 39	7 2	m 8 54	2 1
		No infer.	high-	nor low-	water
Sun.	27	m 1 52	7 0	m 10 39	2 0
		No infer.	high-	nor low-	water

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SALSETTE	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 14th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	KASHIMA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at 10 A.M.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	POLYNESIEN	Fren. str.	—	Lassince	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, S'HAI, &c	AWA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSEN KAISHA	On 1st Oct., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 14th Oct., at 4 P.M.
NEW YORK	GHAZEE	Brit. str.	—	A. W. Nelson	DODWELL & Co., LTD.	About 28th inst.
SAN FRANCISCO VIA SNGHAHAI & JAPAN, &c.	KOREA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 6th Oct., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 20th Oct.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—		PACIFIC MAIL S.S. Co.,	On 27th Oct., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SEIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 6th Oct.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Sekino	NIPPON YUSEN KAISHA	On 29th inst., A.M.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	Baikio	GIBB, LIVINGSTON & Co.	On 30th inst. at 10 A.M.
JAPAN	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
KOBE & YOKOHAMA	ATSUTA MARU	Jap. str.	—	Irizawa	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE	SANUKI MARU	Jap. str.	—	Date	NIPPON YUSEN KAISHA	On 25th inst.
KOBE	JINSEN MARU	Jap. str.	—	Terada	NIPPON YUSEN KAISHA	On 1st Oct.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
WEIHAIWEI & TIENTSIN	KUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	WOSANG	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANDIA	Brit. str.	—	R. E. Peel	P. & O. S. N. Co.	About 21st inst.
SHANGHAI	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 26th inst.
SHANGHAI	TAKSANG	Brit. str.	—	W. McClure	JARDINE, MATHESON & Co., LD.	On 30th inst., at Noon.
SHANGHAI	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	To-day, at 2 P.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 27th inst., at Noon.
PAKHOI & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	On 23rd inst., at 10 A.M.
SWATOW & BANGKOK	HANYANG	Brit. str.	1 m.	Pucket	BUTTERFIELD & SWIRE	Quick despatch.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-day, at Noon.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-morrow, at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 24th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 25th inst., at 1 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 29th inst., at 1 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	To-morrow, at 1 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 26th inst., at 3 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co.	On 29th inst., at 4 P.M.
BATAVIA: CHERIBON, SAMARANG, &c.	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 3rd Oct., at 3 P.M.
BOMBAY VIA STRAITS & COLOMBO	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	RANGOON MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	About 22nd inst.
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	SHINCHIKU MARU	Jap. str.	—	I. Den	OSAKA SHOSEN KAISHA	On 23rd inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	KAWACHI MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 30th inst., A.M.
SINGAPORE, PENANG & CALCUTTA	CHOYSANG	Brit. str.	—	S. Finderson	JARDINE, MATHESON & Co., LD.	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	FOOSHING	Brit. str.	—	W. D. Welsh	JARDINE, MATHESON & Co., LD.	On 25th inst., at 2 P.M.
SANDAKAN	CHUNSANG	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON & Co., LD.	On 26th inst., at 2 P.M.
SINGAPORE & SOURABAYA	FAUSANG	Brit. str.	—	H. S. Malkin	JARDINE, MATHESON & Co., LD.	On 3rd Oct., at Noon.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LIMITED	On 3rd Oct., at 2 P.M.
						On 25th Oct.

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NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		From L'POOL		From VANCOUVER						
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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	Car Berth across	£65 —	£65 —
	Canada £6 additional.	£43 —	£45 —

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI	"WOSANG"	Tuesday, 22nd Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"CHOYSANG"	Friday, 25th Sept., 2 P.M.
*SINGAPORE, PENANG & CALCUTTA	"FOOSHING"	Saturday, 26th Sept., 2 P.M.
* MANILA	"LOONGSANG"	Saturday, 26th Sept., 3 P.M.
† SHANGHAI	"TAKSANG"	Wed'day, 30th Sept., Noon.
* SHANGHAI	"CHUNSANG"	Saturday, 3rd Oct., Noon.
SINGAPORE and SOURABAYA	"FAUSANG"	Saturday, 3rd Oct., 2 P.M.
* MANILA	"YUENSANG"	Saturday, 3rd Oct., 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOHSANG," "KUMSANG," and "LOYAT," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'sin. Dairy, W'wei, T'tau & N'chwang.
‡ Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.
Telephone No. 215, Sub, Exch. 4.
Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 21st September, 1914. GENERAL MANAGERS. [11

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No. 215.
Hongkong, 16th April, 1914. 41

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

For Freight and Further Particulars, apply to Telephone No. 215 Sub. Ex. No.
JARDINE, MATHESON & Co., LTD.,
Hongkong 27th August, 1914. AGENTS. [40

WEATHER REPORT.

On the 20th at 11.20 a.m.—An anti-cyclone still covers Japan.

Pressure has increased very slightly over Annam and Luzon. It is stationary in the neighbourhood of Hongkong.

A depression has formed in the Formosa Channel, which may become a typhoon. Its direction of motion is at present unknown.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	W. winds, light to moderate; fine.
Formosa Channel	Cyclonic gales.
South coast of China between Hongkong and Lamocks	W. to N.W. winds, freshening
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

21ST SEPTEMBER, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	7 a.	—	—	—	—	1	—
Nemuro	6 a.	30.08	—	—	S	5	—
Hakodate	"	29.97	—	—	S.	4	—
Tokio	"	30.14	—	—	—	0	—
Kochi	"	30.15	—	—	SW	1	—
Nagasaki	"	30.07	—	—	SE	3	—
Kagoshima	"	30.10	—	—	N	1	—
Oshima	"	30.04	—	—	—	0	—
Naha	"	30.03	—	—	—	0	—
Ishi'jima	"	29.97	—	—	ESE	1	—
Bonin Is.	"	30.02	—	—	ENE	1	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	30.06	61	71	WSW	3	—
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	30.11	67	74	NE	5	b
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.09	69	—	NNW	2	c
Gutzlaff	"	30.01	74	—	N	4	m
Sharp Peak	7 a.	29.91	81	—	NNE	5	b
Amoy	6 a.	29.82	79	82	WSW	2	b
Swatow	"	29.90	76	75	SW	1	b
Taihoku	5 a.	29.82	—	—	SE	10	b
Taichu	"	29.81	—	—	E	2	b
Tainan	"	29.84	—	—	SW	6	b
Koshun	"	29.84	—	—	SE	3	b
Pescadores	"	29.80	—	—	N	4	b
Canton	6 a.	29.93	77	86	—	0	b
Hongkong	"	29.93	78	86	—	0	b
Gap Rock	"	29.91	—	—	WSW	2	b
Macao	"	29.92	76	—	N	1	b
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phullen	6 a.	29.93	77	—	NE	2	a
Tourane	"	29.90	79	—	SW	2	o
Cape St. James	"	29.93	77	—	SW	2	o
Aparri	"	29.91	75	—	SSE	2	o
Manila	"	29.93	75	—	NE	2	o
Legaspi	"	29.90	82	—	—	0	b
Iloilo	9 a.	—	—	—	SW	1	b
Bacolod	"	—	—	—	S	1	b
Cebu	"	29.94	88	—	S	2	b
Labuan	"	—	—	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2 TEMPERATURE, in the shade, in degrees Fahrenheit.
3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4 DIRECTION OF WIND, to two points.
5 FORCE OF WIND, according to Beaufort Scale.
6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail lightning, o overcast, p passing showers, q squall, r rain & snow, t thunder, v visibility, w dew (wet).
7 RAIN in inches, t-tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 20th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.92	29.93	29.90
Temperature	85	78	87
Humidity	68	85	58
Wind Direction	West	—	WSW
" Force	2	0	2
Weather	b	b	o
Rain	—	—	—

Highest open air Temperature on 19th .. 86
Lowest open air Temperature on 19th ... 75

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY
For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 36 years, FROM 1874 TO 1909.
PRICE ..... $2 CASH.
On Sale at the DAILY PRESS Office or Local Booksellers.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	CANDIA Capt. R. E. Peel	About 21st Sept.	Freight only.
BOMBAY VIA STRAITS and COLOMBO	NUBIA Capt. F. J. Fox	About 22nd Sept.	Freight and Passage.
SHANGHAI	ORIENTAL Capt. A. L. Valentini	About 26th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*SALSETTE* Capt. A. F. Vine, R.N.R.	Noon. 26th Sept.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collyer	About 14th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th September, 1914. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and BANGKOK	"HANYANG"	On 21st Sept., 4 P.M.
SHANGHAI	"LUCHOW"	On 22nd Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 22nd Sept., 4 P.M.
PAKHOI and HAIPHONG	"SUNGKIANG"	On 23rd Sept., 10 A.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 29th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 29th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 20th September, 1914. TELEPHONE 36. AGENTS. [5

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	TUESDAY, 22nd Sept., at 1 P.M.
"HAICHING"	Capt W. C. Passmore	FRIDAY, 25th Sept., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 29th Sept., at 1 P.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	THRSDAY, 24th Sept., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th September, 1914. [4

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	3rd Oct.	On 30th Sept. 10 A.M
EASTERN		On 9th Oct., 10 A.M.
ALDENHAM		On 30th Oct., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc, and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914. AGENTS. [49

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong.
SHINYO MARU	22,000—21 knots	from Nagasaki 6th Oct.
CHIYO MARU	22,000—21 knots ...	TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10....	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60. ...	„ „	£96.10.
„ „ „ SAN FRANCISCO	£45. ...	„ „	£68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
$120.	$135.	$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO, THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [212

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:		FROM COLOMBO:
26th Sept.	"KATHIAWAR"	17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.
"CANADA MARU"	H. Yamamoto	WED'DAY, 14th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SHINCHIKU MARU"	I. Den	WED'DAY, 30th Sept., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	MONDAY, 21st Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 27th Sept., at Noon.
"DAIJIN MARU"	K. Murakami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	TUESDAY, 22nd Sept., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Sept. 17	SALSETTE ...	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL ...	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA ...	Nov. 20	Nov. 26
Oct. 29	ARCADIA ...	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON		
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"		„	£59	„	£89.
2nd Saloon	"A"	„	„	£44.	„	£66.
	"B"	„	„	£40.	„	£60.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	„	„	£55.	„	£83.
2nd Saloon	"A"	„	„	£42.	„	£63.
	"B"	„	„	£38.	„	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 5

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single: £75 Return, 2nd Saloon £35 Single: £52 Return
FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT.	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ KASHIMA MARU Capt. M. Yagi,	20,000	WEDNESDAY, 23rd Sept., at 10 A.M.
	§ MISHIMA MARU Capt. F. L. Sommer,	16,000	WEDNESDAY, 7th Oct., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ AWA MARU Capt. T. Hori,	12,500	TUESDAY, 22nd Sept. 4 P.M.
	§ SHIDZUOKA MARU Capt. Deguchi,	12,500	TUESDAY, 6th Oct., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine,	9,600	TUESDAY, 29th Sept., A.M.
	NIKKO MARU Capt. R. Takeda,	9,600	WEDNESDAY, 21st Oct., at Noon
CALCUTTA VIA SINGAPORE PENANG and RANGOON	KAWACHI MARU Capt. Nakamura	12,500	THURSDAY, 24th Sept.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. H. Nomura,	12,500	WEDNESDAY, 23rd Sept.
KOBE	JINSEN MARU Capt. Torada,	5 000	THURSDAY, 1st Oct
KOBE	SANUKI MARU Capt. Date,	12,500	FRIDAY, 25th Sept.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda,	9,600	SATURDAY, 26th Sept., at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Irizawa,	16,000	TUESDAY, 22nd Sept., at Noon.

§Fitted with New System of Wireless Telegraphy. Cargo only.

NOTICE.—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES
BETWEEN
HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	$135	$122	$108	$95
2nd „ ...	$81	$75	$65	$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 [8-9-1a

POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
2.—Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
3.—Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
4.—Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but *bona fide* Consignees' letters which should be left open for inspection when required.
5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
6.—Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except *bona fide* Consignees' letters posted in the Ships Letter Boxes or received by Ship Officers at the ports from which they sailed, or anywhere *en route* to Hongkong.
7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamboat Co.

WAR RISKS ARE NOT COVERED BY POSTAL REGISTRATION OR INSURANCE.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

A late Mail for Swatow, Amoy and Foochow will in furture be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Voeux Road.

Mails are now closed daily at 10 a.m., and 4 p.m., at the G.P.O. for Shumchun by Rail. On Sundays, and Holidays, there is one mail only which closes at 9 a.m.

The *Kashima Maru*, with the MAIL FROM LONDON (via Siberia), probably of Wednesday, the 19th ult., is due to arrive here to-day.

The *Korea*, with the AMERICAN MAIL, left Yokohama for Hongkong via Manila on the 16th inst., at 10 a.m., and is scheduled to arrive here on Monday, the 28th inst.

FOR	PER	DATE
Saigon	*Kumchow*	Monday, 21st, 10.00 A M
Swatow, Amoy and Foochow	*Kaifo Maru* ...	Monday, 21st, 1.00 P M
Saigon	*Hangchow*	Monday, 21st, 1.00 P M
*Swatow and *Bangkok	*Hanyang*	Monday, 21st, 3.00 P M
Shanghai, North China & *Japan via *Moji...	*Candia*	Monday, 21st, 3.00 P M
Swatow, Amoy & Formosa via Takao & Anpin	*Soshu Maru* ..	Tuesday, 22nd, 9.00 A M
Straits, Batavia, Cheribon, Samarang and Sourabaya	*Riojun Maru* ...	Tuesday, 22nd, 11.00 A M
*Shanghai and *North China	*Wosang*	Tuesday, 22nd, 11.00 A M
Swatow, Amoy and Foochow	*Haitan*	Tuesday, 22nd, NOON
Philippine Islands...	*Tean*	Tuesday, 22nd, 3.00 P M
SHANGHAI and NORTH CHINA (EUROPE VIA SIBERIA) [To make connection with the Tientsin-Pukow Railway closing at Shanghai DEC. P.O. at 11.30 a.m. on Monday, the 28th inst.]	*Luchow*	Tuesday, 22nd, Registration 2.00 P M, Letters ... ... 3.00 P M
Formosa via Keelung *Shanghai, *North China, Japan via Moji, Victoria, B.C., and Seattle (Wash.)	*Awa Maru* ...	Tuesday, 22nd, 3.00 P M

* Specially superscribed correspondence only.

COMMERCIAL.

CLOSING QUOTATIONS.

	September 19th.
ON LONDON:—	
Telegraphic Transfer	1 9 3/4
Bank Bills, on demand	1 9 7/8
Bank Bills, at 30 days' sight	1 9 3/8
Bank Bills, at 4 months' sight	1 9 3/4
Credits, at 4 months' sight	1 10 1/4
Documentary Bills 4 months'sight	1 10 3/8
ON PARIS:—	
Bank Bills, on demand	nom.
Credits, at 4 months' sight	nom.
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	44
Credits, at 60 days' sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demand	134 3/4
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	134 3/4
ON SHANGHAI:—	
Bank, at sight	76
Private, 30 days' sight	nom.
ON YOKOHAMA:—On demand	88
ON MANILA:—On demand—Pesos—88	
ON SINGAPORE:—On demand	76 3/4
ON BATAVIA:—On demand	108 3/8
ON HAIPHONG:—On demand	nom.
ON SAIGON:—On demand	nom.
ON BANGKOK:—On demand	86
SOVEREIGNS, Bank's Buying Rate...	$11.05nom.
GOLD LEAF, 100 fine, per tael	$56.70
BAR SILVER, per oz.	23 13/16

SUBSIDIARY COINS.

	per cent.
Hongkong...20 cents pieces...	$10.03 discount.
Hongkong...10 „ ...	$10.05 „

FORTHCOMING EVENTS.

Saturday, 26th Sept.:—
Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.
Monday, 28th Sept.:—
3 p.m.—Auction of Crown Land at Tai Hang Village, by Public Works Dept.
Wednesday, 30th Sept.:—
Noon—Yue Hing Loong Meeting of Creditors at the Registered Office.

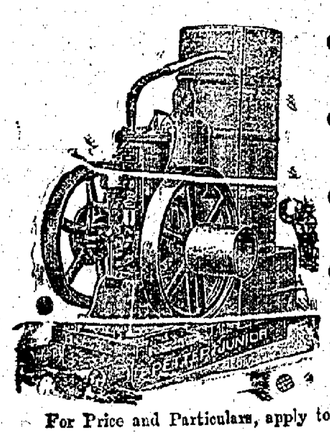
"The Criterion of Quality"

EMBASSY

No. 77

Virginia Cigarette

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH Thornycroft Model Fitted with 12-14 B.H.P. Kerosine Engine.

ONE PORTABLE OXY-ACETYLENE SEARCHLIGHT with Morse Signalling Shutter.

ONE WIRELESS TELEGRAPH SET complete with Induction Coil, Overhead Wiress Spars, &c., suitable for Coasting or Patrol Steamer.

ONE SEMI-DIESEL 8 H.P. CRUDE OIL ENGINE AND DYNAMO with Electric Searchlight.

KEROSINE OIL ENGINES "PETTER'S" FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG. [494

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA		

HOMEWARD

MARSEILLES VIA PORTS ...	POLYNESIEN ...	On 29th September, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

21

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS...	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJITAROEM	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJILIWONG	JAVA	First half of Sept.	JAPAN	Second half of Sept.
TJIMANOEK	SHANGHAI	Second half of Sept.	JAVA	Second half of Sept.
TJILATJAP..	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIKEMBANG	JAVA	Second half of Sept.	SHANGHAI	First half of Oct.
TJIPANAS...	JAVA	First half of Oct.	JAPAN	Second half of Oct.
TJIMAHI ..	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.

York Buildings, 1st Floor.
Hongkong, 7th September, 1914. [13

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return „ „ (available also for return by day steamer)	10.00
	4.00
Single Fare by Day Steamer	3.00
Return „ „	5.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
MONDAY, 21ST SEPTEMBER, 1914.	
8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
5 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*
TUESDAY, 22ND SEPTEMBER, 1914.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
5 p.m. *FATSHAN.*	5 p.m. *KINSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 27TH SEPTEMBER, 1914.

The Company's Steamship

"HEUNGSHAN"

Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. *SUI AN.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Sails Hongkong for Australia.
"TAIYUAN"		22nd September.
"CHANGSHA"	18th October.	24th October.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 11th September, 1914. TELEPHONE No. 36, AGENTS. [1139

MILKMAID MEANS STERILIZED SAFETY NATURAL NO MILK MICROBES

A fresh consignment of Half-size Tins has now arrived.

Please apply to usual Stores.

[1127

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA	Sailing	TUESDAY,	6th Oct., at 1 P.M.
SIBERIA.....	„	TUESDAY,	13th Oct., at 1 P.M.
CHINA (via Manila)	„	TUESDAY,	27th Oct., at Noon.
MANCHURIA ...	„	TUESDAY,	3rd Nov., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Nicroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141. [52

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